AMENDMENTS TO THE CLAIMS

The listing below of the claims will replace all prior versions and listings of claims in the present application:

Listing of Claims:

Claim 1 (currently amended): A method for adjusting a contact force between two frictionally-engaged torque-transmitting components of a motor vehicle drive system, said method comprising the steps of: determining from a value of at least one motor vehicle drive system operating parameter and transmission performance characteristics stored in an electronic control unit a preliminary adjusting value for a contact force between an endless torque-transmitting means and a pair of conical disks of a continuously variable transmission having a steplessly adjustable transmission ratio, wherein each pair of conical disks includes an axially fixed disk and an axially movable disk that is movable toward and away from an associated axially fixed disk, and wherein the transmission ration is steplessly adjustable by a change of contact radii at points of contact between the endless torque-transmitting means and the pairs of conical disks; determining a slippage regulator output value by comparing an actual slippage value ~~of~~ from a measured transmission operating parameter with a target slippage value ~~of~~ corresponding with the transmission operating parameter; and determining ~~from~~ in the control unit a control variable that is a function of the preliminary adjusting value and the slippage regulator output value to adjust the contact force to be applied to the torque-transmitting components in

order to provide a predetermined target slippage of the torque-transmitting components of the transmission.

Claim 2 (original): A method in accordance with Claim 1, wherein the step of determining the regulator output value is only operative during quasi-static operating conditions of the drive system.

Claim 3 (original): A method in accordance with Claim 1, wherein the preliminary adjusting value and the regulator output value are in direct relationship with the contact force.

Claim 4 (original): A method in accordance with Claim 1, including the step of providing an adjusting value by adding together the preliminary adjusting value and the regulator output value.

Claim 5 (canceled)

Claim 6 (previously presented): A method in accordance with Claim 1, wherein the preliminary adjusting value is a function of a rotational speed of the pair of conical disks and the transmission ratio of the continuously variable transmission.

Claim 7 (previously presented): A method for adjusting a contact force between two frictionally-engaged torque-transmitting components of a motor vehicle drive system, said method comprising the steps of: determining a preliminary adjusting value from a value of at least one operating parameter of the drive system, wherein the preliminary adjusting value is a function of a torque to be transmitted by an endless torque-transmitting means and a pair of conical disks of a continuously variable transmission having a steplessly adjustable transmission ratio; determining a regulator output value by comparing an actual value of a transmission operating parameter with a target value of the operating parameter; and determining from a control variable that is a function of the preliminary adjusting value and the regulator output value the contact force to be applied to the torque-transmitting components, wherein the preliminary adjusting value increases in magnitude with one of increasing torque, shorter transmission ratio, and smaller running radius of the endless torque-transmitting means in a pair of conical disks.

Claim 8 (previously presented): A method in accordance with Claim 1, including the step of determining the adjusting value by correlating an actual value of the operating parameter with a change in a quantity that affects the value of the operating parameter.

Claim 9 (previously presented): A method in accordance with Claim 1, including the step of determining the preliminary adjusting value by utilizing a

relationship between a change of an input value and a change in the operating parameter that is used for the regulator output value and that is a function of the input value.

Claim 10 (previously presented): A method in accordance with Claim 1, wherein one of the torque-transmitting components is an endless torque-transmitting means and another component is a conical disk pair of a continuously variable transmission, and a regulation difference is a function of slippage between the torque-transmitting components.

Claim 11 (previously presented): A method in accordance with Claim 10, including the step of supplying to the adjusting value an additional value when the slippage exceeds a threshold value.

Claim 12 (previously presented): A method in accordance with Claim 1, including the step of applying to the control variable at least one additional control variable component, calculated from a model of the drive train.

Claim 13 (currently amended): Apparatus for the regulation of a contact force between two frictionally engaged torque-transmitting components of a motor vehicle drive system, said apparatus comprising: a continuously variable transmission including an endless torque-transmitting means that is in frictional contact with a pair of conical disks for transmitting torque, wherein each pair of

conical disks includes an axially fixed disk and an axially movable disk that is movable toward and away from an associated axially fixed disk, and wherein the transmission ration is steplessly adjustable by a change of contact radii at points of contact between the endless torque-transmitting means and the pairs of conical disks; sensors for the determination of operating parameters of components of the transmission [[,]] ; a slippage regulator for providing a slippage regulator output value based upon a measured slippage value and a target slippage value; at least one actuator for adjustment of a contact force between the endless torque-transmitting means and the conical disks [[,]] ; and an electronic control unit that includes a microprocessor and a program and data storage unit and that receives the slippage regulator output value for controlling and adjusting the contact force provided by the actuator between the torque-transmitting components of the transmission.